



## **Request for City Council Committee Action from the Department of Public Works**

**Date:** November 19, 2013

**To:** Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

**Subject:** **Temporary Construction Agreement with University of Minnesota for Bridge No. 9 Pier 3 Repairs**

**Recommendation:**

Authorize proper City officers to negotiate and execute a Temporary Construction Agreement with University of Minnesota for Bridge No. 9 Pier 3 Repairs.

**Previous Directives:**

May 22, 2009 – Federal fund application submitted (SAFETEA\_LU).

**Department Information:**

Prepared by: Meseret Wolana, P.E. Project Engineer 673-3527

Approved by: \_\_\_\_\_

Steven A. Kotke, P.E., Director of Public Works

Presenters in Committee: Jack Yuzna, P.E. Bridge Engineer

**Financial Impact**

- No financial impact

**Community Impact**

- City Goals- Maintain infrastructure

**Supporting Information**

Project Background

Bridge No. 9 is a converted railroad bridge which carries pedestrian and bicycle traffic over the Mississippi River and West River Parkway between the University of Minnesota East and West Bank campuses in Minneapolis. A two span deck truss crosses the river. Three plate girder approach spans are located on the West Bank and two plate girder approaches are located on the East Bank. The bridge was originally constructed as a Northern Pacific

Railroad crossing in the late 1880's. Portions of the current bridge date back to this original construction. It was reconstructed by the railroad in 1922. In 1999 the bridge was renovated for pedestrian use, opening for traffic in 2000. The City is the current owner, and Bridge No.9 also carries the University of Minnesota main steam line to its West Bank Campus.

Following a Condition Study Report in March 2009, Public Works submitted an application for Federal Transportation Enhancement funds to address rehabilitation items identified in the report, it was approved for Program Year 2014.

Once funding was secured, the City retained Olson & Nesvold Engineers (ONE) in 2012 to perform field and laboratory testing, collect geotechnical information and provide updated repair recommendations in advance of development of repair plans. In the course of this work a critical finding, related to bearing support conditions, was discovered.

In 2012 the City directed ONE to develop repair plans to address the critical finding. Emergency repairs were immediately initiated to address pier & bearing support conditions at Pier 4 (river pier) and Pier 2 to allow pedestrian traffic to remain on the bridge.

#### Pier 3 Phase

The 2009 report indicated that Pier 3 (east bank river pier) was in greatest need of repair. With critical finding at Pier 2 & 4 addressed, the City proposes to focus on repairs to Pier 3. Full concrete encasement of the pier will require that lateral support around the pier and within the river to the bottom of the spread footing at bedrock.

The site has extremely limited working area. There is a steam line vertical shaft house built abutting the east pier face as well as other underground steam and electrical utilities. Given the condition of the pier and the complexities of making the repairs within the site; the City proposes to re-scope the project to Pier 3 concrete repairs & full height encasement.

The project is federally funded and repair of pier 3 is scheduled in 2014. Public Works is coordinating with the University of Minnesota and requesting to negotiate and enter in to a temporary construction easement agreement to proceed with the repair work.

#### Project Funding

Federal	\$1,040,000
Local	<u>\$1,305,000</u>

Total	\$2,345,000
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Attachment: Map

Cc: CM Cam Gordon, Ward 2